

Greater Philadelphia Clean Cities Program

Designation Number	Date	Participating DOE Official
3	September 22, 1993	Susan F. Tierney, Assistant Secretary, Office of Policy

Summary of AFVs and Infrastructure

<i>Fuel Type</i>	<i>AFVs at Designation</i>	<i>Projected AFVs in 2000</i>	<i>Infrastructure at Designation</i>	<i>Projected Infrastructure in 2000</i>
CNG	-	971	-	28
Ethanol	-	30	-	-
Fuel Unspecified	557	-	10	-
Total	557	1,001	10	28

Achievements

In 1998, Lower Merion School District, just outside Philadelphia, celebrated its one-millionth mile on CNG in its fleet of 45 dedicated natural gas buses. They have received funding support from the Department of Energy, the Pennsylvania Department of Environmental Protection, and PECO Energy Company.

In 1997, GPCCP received the Governor's Award for Environmental Excellence, in recognition of its active communications and outreach campaign and its success in enhancing the local alternative fuels market.

In 1998, a statewide fuels tax bill that included alternative fuels was passed. Individual GPCCP members met with officials of the Pennsylvania Department of Environmental Protection.

At the Fourth National Clean Cities Conference in 1998, the GPCCP received the Clean Cities "Madison Avenue" award for outstanding public outreach. Also in 1998, the GPCCP received 501(c)(3) nonprofit status.

Philadelphia's Designation Ceremony

In September 1998, the GPCCP celebrated its fifth anniversary with a ceremony at the Philadelphia International Airport. At this event, the airport formally introduced 18 CNG employee shuttle buses into its fleet. The buses, which meet ULEV emissions standards, carry 22 passengers and are powered by a Cummins dedicated natural gas engine. Also included in the day's events was a ride-and-drive, including CNG Ford Vans and CNG Chevrolet Cavaliers provided by the Philadelphia Gas Works, a GPCCP stakeholder.



Grants Received

In 1995, the Philadelphia area was awarded \$175,000 from DOE to construct a CNG and liquefied petroleum gas (LPG) refueling unit at the King of Prussia Pennsylvania Turnpike Plaza and a LPG dispenser at South Somerset. This extends the GPCCP activities and adds a critical link along the proposed Northeastern "Clean Corridor." In 1996, the Philadelphia Clean Cities (along with the Pittsburgh Clean Cities) received a \$100,000 SEP grant to support Clean Cities activities in these areas. In 1997, the

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Philadelphia Clean Cities (along with the Pittsburgh Clean Cities) received a \$50,000 grant to produce promotional materials and conduct workshops. In 1998, the Philadelphia area received a \$100,000 SEP grant to develop and implement an AFV shuttle program in the area. In 1999, the Philadelphia Clean Cities received an SEP grant of \$20,000 to support the Clean Cities Coordinator in that area.

Special Projects and Upcoming Events

The GPCCP plans a School Bus Initiative, coordinating with Upper Merion and Neshaminy School Districts to purchase CNG buses for these districts.

The GPCCP plans to employ its new Marketing Subcommittee to make monthly visits to prospective new stakeholders.

The GPCCP plans to hold an *Advancing the Choice* fleet managers' meeting in October 1999 for fleet managers in the Greater Philadelphia area.

Original Stakeholders List

Eight stakeholders including: the city of Philadelphia; Pennsylvania Energy Office; Philadelphia Gas Works; Sun Company; U.S. EPA-Region III; U.S. GSA; U.S. Postal Service; and U.S. DOE.

Significant Stakeholders Added Since Designation

Citizen Action; Clean Air Council; Delaware Valley Regional Planning Committee; Greater Philadelphia Chamber of Commerce; PAF Fueling Systems, Inc.; PECO Energy; PA Department of Environmental Protection (PA DEP); and SEPTA.

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Coalition Web Site

<http://www.libertynet.org/~gpccp>

Pittsburgh Clean Cities Program

Designation Number	Date	Participating DOE Official
43	December 5, 1995	Richard F. Moorer, Associate Deputy Assistant Secretary, Office of Transportation Technologies

Summary of AFVs and Infrastructure

Fuel Type	AFVs at Designation	Projected AFVs in 2000	Infrastructure at Designation	Projected Infrastructure in 2000
CNG	650	998	26	50
Electric	1	2	1	-
Total	651	1,000	27	50

Achievements

In 1998, the University of Pittsburgh received the Governor's Award for Environmental Excellence, for their natural gas vehicle program. In the program, the University operates 20 dedicated natural gas powered commuter vans for its Community Ridesharing Program. These vehicles were also used by the University's School of Engineering to conduct research on fuel use, emissions, maintenance, and other fleet usage attributes. A portable vehicular mass emissions monitoring system was invented and calibrated on these natural gas vehicles.

In 1997, the Pittsburgh Clean Cities Coalition held an Airport Forum, to bring together representatives from the Airport Corridor and local companies to discuss alternative fuel issues specific to an airport environment. The background and success stories of the Clean Cities Program were presented, and the need and importance of a partnership between airports and AFVs were discussed.

The Pittsburgh Clean Cities Coalition has been working with the West Virginia Clean State Program on the I-79 Clean Corridor Project to place CNG refueling stations along Interstate 79, which runs through Pittsburgh and West Virginia.

At the Third National Clean Cities Conference, the Pittsburgh Clean Cities Coalition received the "Madison Avenue Award" for the best public outreach campaign.

The Pittsburgh Clean Cities Coalition held its first *Advancing the Choice* AFV event in May 1999.

Andy Reser of the Pittsburgh Clean Cities Coalition receives the "Madison Avenue Award" from Jeff Hardy



Pittsburgh Clean Cities Program

Grants Received

In 1996, the Pittsburgh Clean Cities (along with the Greater Philadelphia Clean Cities Program) received a \$100,000 SEP grant to support Clean Cities activities in these areas. In 1997, the Pittsburgh Clean Cities (along with the Philadelphia Clean Cities) received a \$50,000 grant to produce promotional materials and conduct workshops. In 1998, the Pittsburgh area received an SEP grant for \$43,000 to add 14 CNG vehicles to the City of Pittsburgh's motor pool. In 1999, the Pittsburgh area received two SEP grants; one for \$50,000 to support alternative fuel school bus deployment in the area; and one for \$20,000 to support the Clean Cities Coordinator in Pittsburgh.

Received \$35,000 in grant money from the Pennsylvania Department of Environmental Protection to assist with the program's outreach efforts.

Special Projects and Upcoming Events

The Pittsburgh Clean Cities Coalition will continue outreach to the Pittsburgh International Airport, and work to hold an information seminar with fleets operating on airport property.

Original Stakeholders List

Twenty-five stakeholders including: the city of Pittsburgh; Allegheny County; Allegheny Intermediate Unit; CNG Services of Pittsburgh, Inc.; Columbia Gas of Pennsylvania; CP Industries; Equitable Gas; Giant Eagle, Inc.; Greater Pittsburgh Chamber of Commerce; Iron City Uniform Rental; Natural Gas 2000, Inc.; Pennsylvania Department of Environmental Protection; Pennsylvania Gas Association; Peoples Gas; Port Authority of Allegheny County; Roach and Associates; Sun Company, Inc.; Southwestern Pennsylvania Regional Planning Commission; United Parcel Service; University of Pittsburgh; West Penn Power; U.S. Postal Service; U.S. EPA-Region 3; U.S. GSA-Region 3; and U.S. DOE.

Significant Stakeholders Added Since Designation

Allegheny County Department of Aviation; Duquesne Light Company; Federal Energy Technology Center; Pennsylvania Environmental Council; and Southwest PA Ozone Action Partnership.

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Coalition Web Site

<http://www.pitt.edu/~altfuels>

Ocean State Clean Cities Program

Designation Number	Date	Participating DOE Official
65	September 14, 1998	Brian Castelli, Chief of Staff for Energy Efficiency and Renewable Energy

Summary of AFVs and Infrastructure

<i>Fuel Type</i>	<i>AFVs at Designation</i>	<i>Projected AFVs in 2000</i>	<i>Infrastructure at Designation</i>	<i>Projected Infrastructure in 2000</i>
CNG	144	410	2	7
LNG	2	-	-	-
Propane	-	40	-	1
Ethanol	-	150	-	-
Electric	1	15	1	1
Total	147	615	3	9

Achievements

The Ocean State Clean Cities Coalition refined its program plan to focus on four key areas: mapping fleets and infrastructure; placing AFVs at the airport; placing AFVs in the municipal fleets; and planning where to place new alternative fuel refueling stations.

Grants Received

In 1999, the Providence area received an SEP grant of \$50,000 to test an advanced air-aluminum battery in a transit bus and an SEP grant of \$100,000 to place 12 CNG vans into service in a senior citizen paratransit program.

Special Projects and Upcoming Events

In 1999, the Ocean State Clean Cities Coalition plans to hold an Advancing the Choice event in conjunction with the Waterfront Festival in September. Additionally, they plan to include at least three more communities (Cumberland, South Kingston, and East Greenwich) and local auto dealers in their coalition.

Original Stakeholders List

Fifteen stakeholders including: American Lung Association; Automotive Development Corporation of America; Brown University; City of Providence; Greater Providence Chamber of Commerce; Narragansett Electric; New England Pest Control; New England Institute of Technology; Providence Gas Company; Providence Water Supply Board; Rhode Island Dept. of Environmental Management; Rhode Island Public Transit Authority; Rhode Island State Energy Office; U.S. Department of Energy; and University of Rhode Island.

Ocean State Clean Cities Program

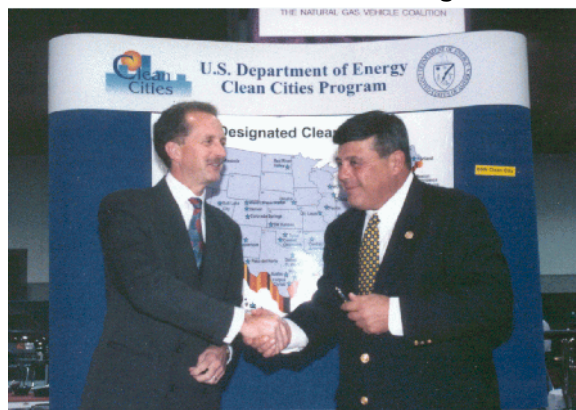
Significant Stakeholders Added Since Designation

City of Cranston; City of East Providence; City of Pawtucket; City of Warwick; Rhode Island Dept of Planning & Development; and Valley Gas.

Clean Cities Coordinator

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**DOE's Brian Castelli (left) Congratulates
Providence Mayor Vincent Cianci at the
Ocean State Clean Cities Designation**



Coalition Web Site

None at this time.

Austin Clean Cities Program

Designation Number	Date	Participating DOE Official
8	April 18, 1994	Christine Ervin, Assistant Secretary, Energy Efficiency and Renewable Energy

Summary of AFVs and Infrastructure

<i>Fuel Type</i>	<i>AFVs at Designation</i>	<i>Projected AFVs in 2000</i>	<i>Infrastructure at Designation</i>	<i>Projected Infrastructure in 2000</i>
CNG	125	481	2	5
Propane	375	848	8	14
Electric	-	1	-	-
Total	500	1,330	10	19

Achievements

The Austin Clean Cities Coalition took steps to ensure that AFVs were included as a high priority in the construction of the new airport in Austin, which opened for passenger service in May 1999.

In 1998, the Austin Clean Cities Coalition was successful in securing funding for a full-time Clean Cities Coordinator, who began work in November 1998.

Grants Received

The State of Texas was awarded \$168,000 from DOE in 1995 for a series of four projects designed to accelerate the transition to alternative fuels and ease the financial burden on local governments. The projects include the development of a marketing campaign for the Southwest Natural Gas Vehicle Zone, a state-wide education campaign for middle-school students and fleet managers, rebate and conversion programs for alternative fuel vehicles in Austin and El Paso, and a highway signage program to advertise the availability of alternative fuels. In 1996, the Austin area was awarded an SEP grant of \$30,000 to develop an alternative fuel plan for the new Austin airport. In 1998, the Austin Clean Cities program was awarded an \$20,000 SEP grant to provide for a full-time Clean Cities Coordinator.

Texas Railroad Commission Receives Designation Certificate from DOE in Austin



The City of Austin was awarded \$35,000 from DOE to purchase a liquefied petroleum gas (LPG) recycling truck.

Austin Clean Cities Program

Special Projects and Upcoming Events

In upcoming months, the Austin Clean Cities Coalition will be holding an Advancing the Choice event, and the Coalition will be developing marketing campaign and market-related materials.

Original Stakeholders List

Twenty-eight stakeholders including: the city of Austin; Travis County; Texas Department of Transportation; Railroad Commission of Texas; Capital Metropolitan Transportation Authority; State Energy Conservation Office/State General Services Commission; Texas General Land Office; U.S. General Services Administration; Austin Independent School District; Southern Union Econofuel; University of Texas; Greater Austin Chamber of Commerce; Austin Transportation Study; Texas Natural Resource Conservation Commission; Texas Propane Gas Association; Modern Diversified Propane Services; E.O. Sharp Propane Co. Inc.; Methanex; Horizon Battery Technology; Lower Colorado River Authority; Ecogas Corporation; Expro Fuels; and Marcum Fuel Systems; U.S. Postal Service; U.S. EPA; and U.S. DOE.

Significant Stakeholders Added Since Designation

Central Electric Vehicle Coalition; City of Austin; CLEAN AIR Force of Central Texas; McNair Appliance; Suburban Propane; Texas Alternative Fuels Council; and University of Texas.

Clean Cities Coordinator

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Coalition Web Site

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Dallas/Fort Worth Regional Clean Cities Program

Designation Number	Date	Participating DOE Official
37	July 25, 1995	Thomas J. Gross, Deputy Assistant Secretary, Energy Efficiency and Renewable Energy

Summary of AFVs and Infrastructure

<i>Fuel Type</i>	<i>AFVs at Designation</i>	<i>Projected AFVs in 2000</i>	<i>Infrastructure at Designation</i>	<i>Projected Infrastructure in 2000</i>
CNG	1,110	4,032	5	24
LNG	-	186	-	2
Propane	318	2,329	50	122
Methanol	199	34	-	-
Ethanol	-	1,198	-	-
Electric	2	24	-	-
Fuel Unspecified	-	12	-	-
Total	1,629	7,815	55	148

Achievements

The U.S. Postal Service in Dallas operates more than 900 bi-fuel CNG vehicles, which refuel at 23 public/private fueling stations throughout the Dallas metropolitan area. In addition, the USPS operates five liquefied natural gas delivery trucks, which were converted using DOE and Clean Cities funding.

In 1998, Dallas was designated as the 11th EV-Ready Market Launch Community. Central and South West Services, an electric utility provider located in Dallas, played a primary role in securing designation. Since the designation, Dallas-Fort Worth Clean Cities has hosted demonstrations by two neighborhood electric vehicle providers and included a presentation on electric buses at a stakeholder meeting.

In June 1998, Dallas-Fort Worth Clean Cities hosted its first *Advancing the Choice* AFV event, entitled "State of AFVs Expo". Sixty-eight attendees heard presentations by the Texas Natural Resources Conservation Commission, the U.S. EPA, auto manufacturers, fuel providers, and the North Central Texas Council of Governments. Dallas-Fort Worth Clean Cities and all other presenters had display areas and distributed literature.

In 1998, Lone Star Energy installed an LNG refueling station for the Dallas Area Rapid Transit (DART). This facility will service 210 LNG buses. The LNG, which is produced in Texas, will be transported to the refueling station by Lone Star's LNG tanker trucks, which were converted previously to LNG using DOE funding.

Grants Received

The State of Texas was awarded \$168,000 from DOE in 1995 for a series of four projects designed to accelerate the transition to alternative fuels and ease the financial burden on local governments. The projects include the development of a marketing campaign for the Southwest Natural Gas Vehicle Zone, a state-wide

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education campaign for middle-school students and fleet managers, rebate and conversion programs for alternative fuel vehicles in Austin and El Paso, and a highway signage program to advertise the availability of alternative fuels. The Dallas/Fort Worth area was awarded two SEP grants in 1997: one for \$47,000 to convert three semi tractors to dual fuel LNG/diesel; and one for \$50,000 to convert 30 Postal Service vans to LNG at the Dallas/Fort Worth International Airport facility.

Special Projects and Upcoming Events

Dallas-Fort Worth Clean Cities plans to participate in the North Texas EV-Ready Market Workshop. This workshop will bring together policy makers and alternative fuel users who can develop EV infrastructure and can get EVs into service.

Original Stakeholders List

Forty-four stakeholders including: the Alternative Dual Fuels, Inc.; American Airlines; Atmos Energy Corporation; Celcat Distribution, Inc., N.A.; the cities of Allen, Arlington, Carrollton, The Colony, Dallas, Denton, Duncanville, Euless, Farmers Branch, Fort Worth, and Irving; Collin County Area Rural Transportation; Dallas Area Rapid Transit; Dallas County; Dallas/Fort Worth International Airport; Denton County; EV Power, Inc.; Fina Oil & Chemical Co.; Fort Worth Transportation Authority; Huffhines Gas, Inc.; Lone Star Energy Co.; Mesa Environmental; Natural Gas Systems, Inc.; North Central Texas Council of Governments; North Texas Commission; Railroad Commission; Squibb-Taylor, Inc.; State Energy Conservation Office; State General Services Commission; Suburban Propane; Tarrant County; Texas Department of Transportation; Texas General Land Office; Texas Natural Resource Conservation Commission; Texas Propane Gas Association; town of Flower Mound; U.S. EPA-Region VI; U.S. GSA-Region 7; USPS-SW Area; and DOE-Region VI.

Dallas/Fort Worth Clean Cities Stakeholders



Significant Stakeholders Added Since Designation

Central Electric Vehicle Coalition; City of Coppell; City of Garland; City of Grapevine; City of Lancaster; City of Lewisville; City of Plano; Commercial Propane; Duncanville Independent School District; Ford Motor Company; Northwest Propane Gas; Quaker State Corporation; Texas Corn Producers Board; Texas Utilities Service Inc.; and Town of Addison.

Clean Cities Coordinator

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Dallas/Fort Worth Regional Clean Cities Program

Coalition Web Site

http://www.nctcog.dst.tx.us/trans/clean_cities/

Greater Houston Clean Cities Program

Designation Number	Date	Participating DOE Official
55	September 4, 1997	Kyle Simpson, Senior Policy Advisor to the Secretary of Energy

Summary of AFVs and Infrastructure

<i>Fuel Type</i>	<i>AFVs at Designation</i>	<i>Projected AFVs in 2000</i>	<i>Infrastructure at Designation</i>	<i>Projected Infrastructure in 2000</i>
CNG	890	850	17	21
LNG	2	54	-	1
Propane	835	1,150	106	101
Methanol	364	-	-	-
Electric	8	6	6	27
Total	2,099	2,060	129	150

Achievements

H.E. Butt Grocery Company of Texas was the recipient of a 1999 Clean Cities National Partner Award for its work to convert its Houston fleet of delivery trucks to LNG. To date, the company has converted 18 of its 60 Houston-based vehicles, and once all 60 conversions are complete, they will prevent the release of 69,000 pounds of pollutants annually.

CNG Transit Bus Operated by Houston Metro



In early 1999, the Greater Houston Clean Cities Coalition celebrated the opening of the 14th CNG refueling station with a community event. The event featured hamburgers cooked on a gas grill using CNG from the refueling station's mobile fueling unit. The refueling site will serve the Texas Department of Transportation, as well as other local public and private fleets.

In 1998 alone, over \$1.4 million in CMAQ funding was approved for AFV projects in the Houston area, which will result in the addition of 164 AFVs to local fleets. In addition, three electric bus pilot projects will be funded with Rice University, the City of Galveston, and Humble Independent School District. Rice and Galveston will receive 2 electric OEM 22-passenger buses, while Humble will convert 2 gasoline-powered 72-passenger buses to electric power.

Grants Received

The State of Texas was awarded \$168,000 from DOE in 1995 for a series of four projects designed to accelerate the transition to alternative fuels and ease the financial burden on local governments. The projects include the development of a marketing campaign for the Southwest Natural Gas Vehicle Zone, a state-wide education campaign for middle-school students and fleet managers, rebate and conversion programs for alternative fuel vehicles in Austin and El Paso, and a highway signage program to advertise the availability of alternative fuels.

Greater Houston Clean Cities Program

Special Projects and Upcoming Events

The Greater Houston Clean Cities Coalition will be looking for major projects that not only promote alternative fuels, but also improve air quality in an effort to reach attainment of the ozone standard. The Coalition will be looking at off-road mobile sources for potential projects. The Coalition also plans a push to recruit more private fleets.

Original Stakeholders List

27 stakeholders including: American Lung Association; American Red Cross; Brazos Transit District; Central Electric Vehicle Coalition; City of Houston; Coastal Refining & Marketing; Conoco; ENRON Liquid Services Corporation; ENTEX; Galveston-Houston Association for Smog Prevention; H.E. Butt Grocery Company; Hi-Tech Conversions; Houston Lighting and Power Company; Houston-Galveston Area Council; Railroad Commission of Texas; Shell Oil Products Company; Texas Department of Transportation; Texas Fuel Methanol Corporation; Texas General Land Office; Texas Natural Resource Conservation Commission; Texas Propane Gas Association; Texas State Energy Conservation Office; Tommie Vaughn Ford; U.S. Department of Energy; U.S. Environmental Protection Agency; U.S. General Services Administration; and U.S. Postal Service.

Significant Stakeholders Added Since Designation

None.

Clean Cities Coordinator

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Coalition Web Site

<http://www.houston-cleancities.org>

Paso del Norte Clean Cities Program

The Paso del Norte Clean Cities Program is the first in the country to have international participation. The program brings together representatives from El Paso County in Texas, Doña Ana County in New Mexico, and Ciudad Juarez in Chihuahua, Mexico.

Designation Number	Date	Participating DOE Official
42	November 17, 1995	C. Kyle Simpson, Associate Deputy Secretary for Energy Programs

Summary of AFVs and Infrastructure

<i>Fuel Type</i>	<i>AFVs at Designation</i>	<i>Projected AFVs in 2000</i>	<i>Infrastructure at Designation</i>	<i>Projected Infrastructure in 2000</i>
CNG	155	776	5	2
Propane	1,845	1,812	25	19
Total	2,000	2,588	30	21

Achievements

The Paso del Norte Clean Cities Coalition (PDNCCC) has produced various promotional materials, including a 16-page newsletter (in English and Spanish) highlighting the PDNCCC successes and a marketing brochure that opens up into a membership form for PDNCCC.

During 1997 and 1998, the PDNCCC was successful in raising more than \$500,000 to support various AFV projects organized by the coalition.

Grants Received

The State of Texas was awarded \$168,000 from DOE in 1995 for a series of four projects designed to accelerate the transition to alternative fuels and ease the financial burden on local governments. The projects include the development of a marketing campaign for the Southwest Natural Gas Vehicle Zone, a state-wide education campaign for middle-school students and fleet managers, rebate and conversion programs for alternative fuel vehicles in Austin and El Paso, and a highway signage program to advertise the availability of alternative fuels. In 1998, the Paso del Norte area was awarded an SEP grant of \$149,605 to place 4 heavy-duty AFVs into the cross-border transportation system at the border crossing.

City of El Paso Metropolitan Planning Organization, a stakeholder, received \$1.5 million for Congestion Mitigation Air Quality (CMAQ) funding for alternative fuel conversions for public sector fleets.

The Texas Alternate Fuels Council awarded the Paso del Norte Clean Cities Program \$30,000 - \$20,000 for non-profit agency vehicle conversions and \$10,000 for promotional purposes.

Special Projects and Upcoming Events

The PDNCCC is working on a heavy-duty vehicle demonstration project at the El Paso-Ciudad Juarez border crossing. This project involves introducing propane and natural gas vehicles into the fleet of about 1,600 heavy-duty trucks that transport goods from Mexico to distribution centers in the U.S. These heavy-duty vehicles can spend as much as eight hours in traffic at the border crossing, and the use of alternative fuels in these vehicles will provide a significant benefit to the area's air quality.

Paso del Norte Clean Cities Program

The PDNCCC is working with the City of Las Cruces and the New Mexico Department of Energy, Minerals, and Natural Resources to construct a natural gas refueling station as part of a Clean Corridor effort along Interstates 10 and 25 in New Mexico. This project could result in as many as 500 new LNG and CNG vehicles in southern New Mexico.

The PDNCCC will be conducting an alternative fuels feasibility study at the El Paso International Airport. This study will examine airport operations to see what role the PDNCCC can play in facilitating the use of alternative fuels at the airport. The two largest airlines at the airport have already expressed interest in using alternative fuels.

Original Stakeholders List

Forty-two stakeholders including: the Autotronic Controls Corporation; Canutillo Independent School District; Carb-Quip of El Paso, Inc.; city of El Paso, Texas; city of Las Cruces, New Mexico; city of Sunland Park, New Mexico; county of Doña Ana, New Mexico; county of El Paso, Texas; D.G. & F., Inc.; Direccion Municipal de Ecologia de Ciudad Juarez; El Paso City-County Health and Environmental District; El Paso Electric Company; El Paso Independent School District; El Paso Natural Gas Company; Environmental Defense Fund; Gas Comercial de Villa Ahumada S.A. (Grupo SILZA); Greater El Paso Chamber of Commerce; H. Ayuntamiento de Ciudad Juarez, Chihuahua Mexico; Hidrogas S.A. de C.V.; Ikard and Newsom, Inc.; Las Cruces Public Schools; New Mexico Energy, Minerals and Natural Resources Department; Paso del Norte Air Quality Task Force; PEMEX, Gas y Petroquimica Basica; Public Service Company of New Mexico; Quality Fleet Management Inc.; Railroad Commission of Texas; Rideshare Program of the City of Las Cruces, New Mexico; ServiGas Propane; Socorro Independent School District; Southern Union Econofuel Company; Texas Alternative Fuels Council; Texas Department of Transportation; Texas General Land Office; Texas Natural Resource Conservation Commission; Texas Propane Gas Association; University of Texas at El Paso, Center for Environmental Resource Management; West Texas Transportation Conversion Centers, Inc.; Ysleta Independent School District; U.S. Postal Service; U.S. EPA-Region VI; U.S. GSA-Region 7; and U.S. DOE.

Paso del Norte Clean Cities members (from left): Dan Deaton, DOE; Jeff Hardy, DOE; Susan Haas, Coalition Vice-Chairman; Carlon Bennett, Coordinator; Louise Martinez, State of New Mexico; and Paul Perez, Coalition Chairman



Significant Stakeholders Added Since Designation

Anthony Independent School District; Bechtel Environmental; Clint Independent Schools; El Paso Times; Gas Company of New Mexico; Los Alamos National Laboratory; New Mexico State University; Sun Metro; and Texas Tech-El Paso.

Clean Cities Coordinator

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Paso del Norte Clean Cities Program

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Coalition Web Site

None at this time.

Texas Coastal Bend Clean Cities Program (Corpus Christi)

Designation Number	Date	Participating DOE Official
61	March 30, 1998	Brian Castelli, Chief of Staff for Energy Efficiency and Renewable Energy

Summary of AFVs and Infrastructure

<i>Fuel Type</i>	<i>AFVs at Designation</i>	<i>Projected AFVs in 2000</i>	<i>Infrastructure at Designation</i>	<i>Projected Infrastructure in 2000</i>
CNG	24	47	1	5
LNG	2	-	8	1
Propane	253	304	1	11
Electric	5	8	-	2
Total	284	359	10	19

Achievements

The Texas Coastal Bend Clean Cities Coalition became the fifth Clean City in Texas with their designation in March 1998. The Coalition has developed a comprehensive market development strategy that includes plans to build refueling infrastructure at six "hubs" to reliably serve the area's current and future AFVs.

Brian Castelli Speaks at Corpus Christi Designation



Grants Received

The State of Texas was awarded \$168,000 from DOE in 1995 for a series of four projects designed to accelerate the transition to alternative fuels and ease the financial burden on local governments. The projects include the development of a marketing campaign for the Southwest Natural Gas Vehicle Zone, a state-wide education campaign for middle-school students and fleet managers, rebate and conversion programs for alternative fuel vehicles in Austin and El Paso, and a highway signage program to advertise the availability of alternative fuels.

Special Projects and Upcoming Events

The first multi-fuel CNG/propane site in the Corpus Christi area is scheduled to open in late summer 1999. This refueling station will serve 210 AFVs in public and private fleets in the area.

Texas Coastal Bend Clean Cities Program (Corpus Christi)**Original Stakeholders List**

Thirty stakeholders including: Anchor Plumbing; Bath Engineering Group; Browning-Ferris Industries, Inc.; Butane Gas & Appliance Company; Central Power & Light; City of Corpus Christi Gas Department; City of Corpus Christi Maintenance Services; Coastal Refining & Marketing; Coca-Cola of the Southwest; Corpus Christi Caller Times; Corpus Christi Independent School District; Diamond Shamrock; Flour Bluff Independent School District; H.E. Butt Grocery Company; Metropolitan Planning Organization; Port of Corpus Christi Authority; Railroad Commission of Texas; Ranch Butane Inc.; Regional Transit Authority; Sam Kane Beef Processors Inc.; Texas A&M University-Corpus Christi; Texas A&M University-Kingsville; Texas Alternative Fuels Council; Texas Department of Transportation; Texas General Land Office; Texas State Energy Conservation Office; U.S. Department of Energy; U.S. Naval Air Station; U.S. Postal Service; and Uni First.

Significant Stakeholders Added Since Designation

City of Kingsville and Corpus Christi International Airport.

Clean Cities Coordinator

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Coalition Web Site

None at this time.

Salt Lake City Clean Cities Program

Designation Number	Date	Participating DOE Official
16	October 3, 1994	William H. White, Deputy Secretary of Energy

Summary of AFVs and Infrastructure

<i>Fuel Type</i>	<i>AFVs at Designation</i>	<i>Projected AFVs in 2000</i>	<i>Infrastructure at Designation</i>	<i>Projected Infrastructure in 2000</i>
CNG	690	2,484	18	62
LNG	-	6	-	-
Propane	-	81	2	35
Ethanol	-	219	-	-
Electric	-	4	-	1
Total	690	2,794	20	98

Achievements

In 1998, the Salt Lake City Clean Cities Coalition partnered with PacifiCorp and the International Council of Environmental Initiatives (ICLEI) to place 10 electric-assisted bicycles into four different police departments, including Salt Lake City and the University of Utah. This pilot program will test the bikes in Salt Lake City's climate and elevation for possible widespread use at the 2002 Winter Olympics.

The Salt Lake City Clean Cities Coalition developed a portable "user/driver" training program to address safety, refueling, mandates, and environmental concerns. This program will help educate the end users of the alternative fuel vehicles, the drivers.

In 1998, the Salt Lake City Clean Cities Coalition approved new bylaws making itself a non-profit, and gained State of Utah nonprofit status.

Grants Received

In 1996, the Salt Lake City area received an SEP grant of \$150,000 to place 14 AFVs on the road and to provide for a full-time coordinator for the Clean Cities Program. In 1997, the Salt Lake City area received a \$50,000 SEP grant to fund the incremental costs of 10 OEM AFVs, and to create educational/training programs. In 1998, the area received a \$109,000 SEP grant to add 7 additional AFVs to area fleets, and to support AFV planning & operations related to the 2002 Winter Olympic Games. In 1999, the Salt Lake City area received three SEP grants: one for \$100,000 to purchase 8 CNG school buses and convert two gasoline buses to CNG at the Jordan School District; one for \$80,000 to purchase 19 CNG vans for a floral delivery service; and one for \$134,421 to install a CNG refueling station at the Salt Lake International Airport. In 1997, the University of Utah received a grant of \$93,000 from the Gas Research Institute to put 2 CNG shuttles in service.

The State of Utah, Office of Energy Services was awarded a Sustainable Technology Energy Partnership Pilot Program (STEP) Grant of \$233,260 that will be beneficial to the Salt Lake City Clean Cities Program. The objective of this STEP project is to demonstrate the use of liquefied natural gas (LNG) fuels in heavy-duty line-haul tractor trailer trucks. The project will generate reports and workshops regarding the use of LNG in heavy-duty tractor trailers equipped with dedicated original equipment manufactured (OEM) natural

Salt Lake City Clean Cities Program

gas engines. The project is based on the demonstration fleet of Jack B. Kelley. The information generated will help to accelerate the use of LNG in heavy-duty fleets.

The Sandy/Salt Lake City School Districts were awarded funds from DOE to purchase three compressed natural gas (CNG) school buses.

Special Projects and Upcoming Events

The Salt Lake City Clean Cities Coalition plans to develop a fleet mechanics' training program in partnership with Ford Motor Company and other stakeholders.

The Coalition plans to place a major AFV refueling facility at the Salt Lake City International Airport, which is one of the objectives of the Salt Lake Clean Cities Airport Project Initiative.

Original Stakeholders List

Forty-one stakeholders including: the Salt Lake City Corporation; Salt Lake City Airport Authority; Salt Lake County; Ogden City; Weber County; State of Utah; State Office of Education; State Department of Community & Economic Development; State Division of Community Development; State Office of Energy Services; State Department of Environmental Quality; University of Utah; Utah Transit Authority; Hill Air Force Base; Downtown Alliance; Salt Lake Chamber of Commerce; Salt Lake City Olympic Bid Committee; Utah League of Cities & Towns; Wasatch Front Regional Council; American Lung Association; Battery Automated Transportation; Bohemia Resources; Capital Energy Group; Economic Development Corporation of Utah; Environmental Conversions, Inc.; Hinckley Dodge; Holiday Inn; Lewis Brothers Stages, Inc.; Lewis Brothers Stages Sales & Service; Monsen Engineering; Mountain Fuel Supply Company; Newspaper Agency Corporation; Questar Corporation; Rainbow Oil/Amoco Oil; R.P.M. Consulting; Suburban Propane; Swire/Coca Cola Bottling Company; Tesco Williamson; Trillium USA; U.S. GSA; and U.S. DOE.

A Provo (UT) CNG Police Cruiser Being Refueled



Significant Stakeholders Added Since Designation

City of West Jordan; Culligan Water Conditioning; Jordan School District; Park-n-Jet; Provo City; R.R. Donnelley; Ruby Mountain; Salt Lake City Police Department; The Double Tree Hotel Salt Lake; Utah Hotel & Lodging Association; Utah Propane Gas Association; and West Valley City Police Department.

Clean Cities Coordinator

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Salt Lake City Clean Cities Program

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Coalition Web Site

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Hampton Roads Clean Cities Program

The Hampton Roads Clean Cities Program is the first Virginia-based coalition to join the Clean Cities Program. It includes the cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk, Virginia Beach, and Williamsburg among its original 28 area stakeholders.

Designation Number	Date	Participating DOE Official
49	October 4, 1996	Hazel R. O'Leary, Secretary of Energy

Summary of AFVs and Infrastructure

<i>Fuel Type</i>	<i>AFVs at Designation</i>	<i>Projected AFVs in 2000</i>	<i>Infrastructure at Designation</i>	<i>Projected Infrastructure in 2000</i>
CNG	-	512	-	16
Propane	-	53	-	4
Ethanol	-	31	-	-
Electric	-	20	-	17
Fuel Unspecified	150	142	4	-
Total	150	758	4	37

Achievements

A number of Hampton Roads area fleets are using alternative fuels. Virginia Natural Gas estimates 70% of their fleet of light duty sedans, pick-up trucks, and maintenance vehicles are using CNG. Virginia Beach has CNG police cars and fire department vehicles. The school board has a light duty CNG pick-up truck. The Department of the Navy has a fleet of natural gas buses, and Virginia Power has electric buses.

In 1997, the Hampton Roads Clean Cities Coalition held workshops on alternative fuels, conducted by the National Alternative Fuels Training Center of West Virginia University. These workshops included ride-and-drives of the latest AFVs and education about alternative fuels.

Grants Received

The Virginia Alternative Fuels Revolving Fund awarded 53 grants totaling \$2,180,000 from FY 93 through FY 96 to towns, cities, colleges and universities, school districts, state agencies, and public authorities in the Commonwealth of Virginia.

The Virginia Department of Mines, Minerals, and Energy, Division of Energy received a U. S. Department of Energy State Energy Program Alternative Fuels Special Project award of \$45,000 to support the activities of the Hampton Roads Clean Cities Program.

Special Projects and Upcoming Events

The Hampton Roads area is home to the second-largest Federal fleet in the world. During the next several years, the Hampton Roads Clean Cities Coalition will be working with the Federal Government to support their purchases of AFVs in the area for the Navy, the Air Force, the Marines, the Army, the Postal Service, and GSA.

Hampton Roads Clean Cities Program

Original Stakeholders List

Twenty-eight stakeholders including: the cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk, and Virginia Beach; Bell Atlantic; Chrysler Corporation, College of William & Mary; Colonial Williamsburg Foundation; Commonwealth Gas Services; Commonwealth Propane, Department of the Navy, Enginuity; Environmental Technology Center; Kaufman & Canoles Law Firm; Old Dominion University; Peninsula Transportation District Commission; Tidewater Transportation District Commission; Virginia's Center for Innovative Technology; Virginia Department of Environmental Quality; Virginia Natural Gas, Inc.; Virginia Power; Warner Cable; U.S. General Services Administration, Region 3; U.S. Environmental Protection Agency, Region 3; and U.S. Department of Energy.

Virginia Beach's CNG Monster Fire Truck



Significant Stakeholders Added Since Designation

American Honda Motor Company; Ford Motor Company; National Aeronautics & Space Administration; Virginia Department of Mines, Minerals, & Energy; and Virginia Department of Transportation.

Clean Cities Coordinator

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Coalition Web Site

None at this time.

Puget Sound Clean Cities Program

Designation Number	Date	Participating DOE Official
64	August 13, 1998	Brian Castelli, Chief of Staff for Energy Efficiency and Renewable Energy

Summary of AFVs and Infrastructure

<i>Fuel Type</i>	<i>AFVs at Designation</i>	<i>Projected AFVs in 2000</i>	<i>Infrastructure at Designation</i>	<i>Projected Infrastructure in 2000</i>
CNG	1,008	1,561	23	26
Propane	107	150	5	5
Methanol	25	45	-	-
Electric	390	20	-	-
Total	1,530	1,776	28	31

Achievements

Pierce Transit, a Puget Sound Clean Cities Coalition (PSCCC) member located in Tacoma, currently operates a fleet of 117 CNG transit buses (out of a total of 173 buses). Pierce Transit began its alternative fuels program in 1986 with the conversion of buses to bifuel CNG/diesel, and they plan to power their entire fleet with alternative fuels by 2003. They were the recipients of a DOE 1999 Clean Cities National Partner Award for their alternative fuels efforts.

Grants Received

In 1998, the Puget Sound area received a \$50,000 SEP grant to fund the incremental cost of CNG vehicles for the Seattle Transportation Department and other departments, along with a staff person to oversee the project. In 1999, the Puget Sound area received a \$16,485 SEP grant to fund the purchase of a CNG medium-duty step van.

Special Projects and Upcoming Events

The PSCCC plans a number of projects in 1999, including the installation of 2 CNG refueling sites, one in Seattle and one in Olympia. They also plan to hold an *Advancing the Choice* event and their inaugural Annual Meeting.

Original Stakeholders List

Sixty-four stakeholders including: AAA of Washington; Airborne Express; Alt-Trans; American Lung Association; Bader & Olson; BC Gas; Brewer Chrysler; Cain Inc.; City of Bellevue; City of Everett; City of Kirkland; City of Olympia; City of Seattle; City of Seattle Fire Department; City of Seattle Parks & Recreation; City of Seattle Police Department; City of Tacoma; Community Transit; D.A. Burns; Dr. Dan's Alternative Fuel Works; Eco-Motion Electric Cars; Electric Vehicles Northwest Inc.; Energy Conversions Inc.; Energy Outreach Center; Environmental and Energy Study Institute; Federal Aviation Administration; Ford Motor Company; Foss Maritime; General Motors Corporation; Heineck Associates; Honda Auto Center of Bellevue; King County; National Association of Fleet Administrators; North Thurston School District #3; Northwest Alternative Fuels Inc.; Odwalla; Performance Auto Works; Pierce Transit; Port of

Puget Sound Clean Cities Program

Seattle; Puget Sound Air Pollution Control Agency; Puget Sound Energy; Puget Sound Regional Council; Raptor Management Company; Renton Honda; Safeco Insurance Companies; Seattle Electric Vehicle Association; Seattle Public Utilities; Sustainable Seattle; The Bullitt Foundation; Trique Electromotive Corporation; U.S. Army Corps of Engineers; U.S. Department of Energy; U.S. Environmental

Protection Agency; U.S. General Services Administration; U.S. Postal Service; University of Washington; Washington Environmental Council; Washington State Department of Ecology; Washington State Department of Health; Washington State Department of Transportation; Washington State Dept of General Administration; Washington State Ferries; Washington State Transit Association; and Washington State University Energy Program.

Pierce Transit's Fleet of CNG Transit Buses



Significant Stakeholders Added Since Designation

None at this time.

Clean Cities Coordinator

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Coalition Web Site

<http://www.energy.wsu.edu/ep/altfuels/clean>

West Virginia Clean State Program

Designation Number	Date	Participating DOE Official
19	October 18, 1994	Christine A. Ervin, Assistant Secretary, Energy Efficiency and Renewable Energy

Summary of AFVs and Infrastructure

Fuel Type	AFVs at Designation	Projected AFVs in 2000	Infrastructure at Designation	Projected Infrastructure in 2000
CNG	500	1,342	14	31
Fuel Unspecified	-	-	-	30
Total	500	1,342	14	61

Achievements

The West Virginia Clean State Program has been instrumental in the Interstate 79 Clean Corridor, a program to place CNG refueling stations along I-79. Interstate 79 passes through four major West Virginia cities: Morgantown, Fairmont, Clarksburg, and Charleston. With assistance from the Gas Research Institute and DOE, plans are being made to demonstrate "O-Green", a new hydraulic compressor technology at two sites along the Interstate. This technology is quieter and allows for a more complete fill because it prevents the fuel from heating and expanding.

West Virginia University (WVU) has a National Alternative Fuels Training Consortium (NAFTC) which has provided training materials to the U.S. Postal Service, the U.S. Air Force, and many Clean Cities. The NAFTC has a network of National Training Centers in 14 states, which have trained over 2,000 alternative fuels technicians. In addition, WVU, in conjunction with the Department of Energy, operates a Transportable Emissions Testing Lab which is capable of performing emissions tests on heavy-duty vehicles up to 66,000 pounds in the field. To date, over 1,000 vehicles have been tested by this lab.

West Virginia offers state income tax credits to help defer the cost of vehicles bought, converted, or retrofitted to operate on alternative fuels. The credits amount to \$3,750 for non-electric light-duty vehicles, \$4,150 for electric light-duty vehicles, and up to \$50,000 for heavy-duty vehicles. These credits, available for vehicles bought or converted beginning with the 1998 tax year, are available to those who are not required by federal or state law to purchase AFVs.

The West Virginia Clean State Program held its first *Advancing the Choice* event in May 1999, in Morgantown, WV.

Congressman Bob Wise and Christine Ervin of DOE put the West Virginia Clean State Coalition "on the map"



West Virginia Clean State Program

Grants Received

In 1996, the State of West Virginia was awarded a \$200,000 SEP grant to place 30 OEM CNG vehicles on the road by means of a competitive grant program for government entities. In 1997, the Huntington area was awarded a \$50,000 SEP grant to construct a CNG fueling station at the Tri-State Transit Authority. Also in 1997, the State was awarded a Gas Research Institute grant of \$100,000 to construct a CNG station along Interstate 79 in the eastern portion of West Virginia. In 1998, the State received an SEP grant of \$100,000 to demonstrate new compressor technology at two new CNG refueling stations along I-79.

The State was awarded \$300,000 from DOE for six compressed natural gas (CNG) school buses.

Special Projects and Upcoming Events

None planned at this time.

Original Stakeholders List

Twenty-six stakeholders including: the city of Bridgeport; city of Clarksburg; Harrison County Commission; Congressman Bob Wise, West Virginia; Appalachian Power Company; Automotive Research Technologies; Central West Virginia Transit Authority; CNG Transmission Corporation; Columbia Gas Transmission Corporation; Equitable Gas Company; Equitrans, Inc.; Federal Bureau of Investigation; Hope Gas, Inc.; Kanawha Valley Regional Transit Authority; Kleenair Systems, Inc.; Lumberport-Shinnston Gas Company, Inc.; Monogahela Power Company; Mountaineer Gas Company; Natural Gas Transportation Company; Shenandoah Gas Company; West Virginia Department of Education; West Virginia Power-Gas Service; West Virginia University; U.S. EPA; U.S. GSA; and U.S. DOE.

Significant Stakeholders Added Since Designation

Allegheny Power; Berkeley County Commission; City of Morgantown; City of Weston; Fayette County Commission; Lewis County Commission; Mon General Hospital; Monongalia County Commission; Mountain Line Transit; Town of Glenville; Town of Star City; Town of West Milford; West Virginia Development Office; West Virginia Oil & Natural Gas Association; Wood County Board of Education; and WVU Alternative Fuel Training Program.

Clean Cities Coordinator

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Coalition Web Site

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Wisconsin Clean Cities-Southeast Area

Designation Number	Date	Participating DOE Official
12	June 29, 1994	Susan F. Tierney, Assistant Secretary, Office of Policy

Summary of AFVs and Infrastructure

<i>Fuel Type</i>	<i>AFVs at Designation</i>	<i>Projected AFVs in 2000</i>	<i>Infrastructure at Designation</i>	<i>Projected Infrastructure in 2000</i>
CNG	-	1,650	-	16
Propane	-	1,100	-	70
Methanol	-	140	-	-
Ethanol	-	750	-	3
Electric	-	15	-	-
Fuel Unspecified	849	-	27	-
Total	849	3,655	27	89

Achievements

Wisconsin Clean Cities-Southeast Area, Inc. (WCC-SEA), a 501(c)(3) company, is an active participant in the annual International Alternative Fuels Conference, serving as an advisor to the conference and assisting with obtaining sponsorships.

The Wisconsin Clean Fuel Fleet Program went into effect in 1998, affecting the WCC-SEA counties of Milwaukee, Waukesha, Ozaukee, Washington, Racine, and Kenosha. The Clean Fuel Fleet Program covers both public and private fleets, based on their fleet size and characteristics. The Program, administered by the Department of Natural Resources, includes both alternative fuel vehicles and clean conventional fuel vehicles.

Grants Received

In 1995, the Southeast Wisconsin area was awarded \$153,000 from DOE to facilitate the development of a sustainable alternative fuels infrastructure, provide outreach and training to fleet operators, educate the general public, and support the Wisconsin southeast region.

The Wisconsin Southeast area received a \$45,000 SEP grant in 1998 to implement a CNG vehicle incentive program for fleets covered by the Wisconsin Clean Fuel Fleet program. Also in 1998, the Wisconsin-SE Clean Cities program received \$20,000 from SEP to hire an executive coordinator for the program. In 1999, the Wisconsin-SE Clean Cities program received a \$20,000 SEP grant for the executive coordinator position, and the Milwaukee area received a \$96,000 SEP grant for 20-35 natural gas shuttle buses at the airport.

Special Projects and Upcoming Events

In 1999, the WCC-SEA plans to hire a full-time Clean Cities Executive Director.

Wisconsin Clean Cities-Southeast Area

Original Stakeholders List

Ninety stakeholders including: the Advance Transportation Co.; Alternative Transportation Fuels, Inc.; Amalga Composites; American Family Insurance Group; American Resource Recovery; Ameritech; Argonne National Laboratory; Arthur Andersen & Co.; Aurora Health Care; Authorized Distributor; Autoresearch Lab, Inc.; Bank One Wisconsin; Blue Cross & Blue Shield United of WI; Braeger Chevrolet/Geo; Carburetion Labs of Illinois, Inc.; Chrysler Corp.; Clarklift of Wisconsin, Inc.; Commercial Propane Corp.; Clarenbach Consulting Group; Delco Electronics Corp.; Downey, Inc.; Eaton Corp.; EDO Automotive Natural Gas, Inc.; Electric Transportation Coalition; Elkhart Lake's Road America, Inc.; Ethanol Work Group; Fabco Equipment, Inc.; Family Service America; Farmers Grain and Supply Coop; Federal Express Corp.; Firststar Trust Co.; Fleet Operations Adm.; Fleming Co.; Foley & Lardner; Ford Motor Co.; Goodwill Industries - Southeastern WI; American Lung Assn. of Wisconsin; Grunau Co., Inc.; Heinemann's; Helen Badger Foundation; Hinshaw & Culbertson; Inland Diesel, Inc.; J.C. Penney Co., Inc.; Johnson Controls Battery Group Inc.; Journal/Sentinel, Inc.; Kohler Co.; L&R Research; Lakes Gas Co.; Laughlin/Constable, Inc.; League of Wisconsin Municipalities; Liquid Carbonic LNG; LP-Gas Equipment Corp.; LS Power; Master Lock Co.; Medical College of Wisconsin; Midwest Express Airline; Miller Brands-Milwaukee; Miller Compressing Co.; Milwaukee Minority Chamber of Commerce; Modine Manufacturing Co.; Monroe Truck Equipment; Morgan & Meyers; National Corn Growers Assn.; NCR Corporation; Nelson Industries; Pekin Energy Co.; Pelton Casteel, Inc.; Petrolane Gas Service, Inc.; Potawatomi Bingo; Pressed Steel Tank Co., Inc.; Quarles and Brady; Quick Fuel, Inc.; Radio Oil Co., Inc.; Roundy's Inc.; Runzheimer International; Sahara-NGV; St. Luke's Medical Center; Stainless Foundry & Engineering, Inc.; Steeltech Manufacturing, Inc.; WRPC; Tekra Corp.; Texpar Energy; The F. Dohmen Co.; The Milsolv Co.; Thermogas of Waukesha; Uihlein Architects; Universal Foods Corp.; Util. & Telephone Fleets Magazine; W.H. Brady Co.; Waste Management of Wisconsin, Inc.; Wenninger Co.; WI Counties Assn.; WI Electric Power Co.; Wisconsin Bell, Inc.; Wisconsin Gas Co.; Wisconsin Motor Carriers Assn.; Wisconsin Natural Gas Co.; Wisconsin Petroleum Council; Wisconsin Public Service Corp.; Wisconsin Soybean Marketing Board; United Parcel Service; cities of: Brookfield, Cedarburg, Greenfield, Hartford, Milwaukee, Oak Creek, Oconomowoc, South Milwaukee, Waukesha, Wauwatosa, West Allis, and West Bend; Milwaukee Area Technical College; Milwaukee County; Milwaukee County Transit System; Milwaukee Metropolitan Sewerage Dist. Milwaukee Public Schools; Racine County; towns of Merton, Ottawa, and Richfield; villages of Greendale and Saukville; Waukesha County; Waukesha County Technical College; U.S. EPA; U.S. GSA; and U.S. DOE.

Wisconsin Governor Tommy Thompson addresses the annual International Alternative Fuels Conference in Wisconsin



Significant Stakeholders Added Since Designation

A&C Enercom; AAA Auto Club of Wisconsin; Acme Carburetion, Inc.; Avcon Corporation; Cellular One/Eastern Wisconsin; Central White GMC Truck, Inc.; City of Burlington; City of Cudahy; City of Franklin; City of New Berlin; Gas Research Institute; Gateway Technical College; Milwaukee County; Racine Unified School District; Snap-on Tools Corporation; Thermogas of Waukesha; University of Wisconsin - Milwaukee; Village of Bayside; Village of Elmwood Park; Village of Grafton; Village of Hales

Wisconsin Clean Cities-Southeast Area

Corners; Village of River Hills; Village of Twin Lakes; Village of West Milwaukee; Wisconsin Corn Growers Association; Wisconsin Department of Administration; Wisconsin Department of Natural Resources; Wisconsin Dept. of Agriculture, Trade & Cons. Prot; and Wisconsin State Fair Park.

Clean Cities Coordinator

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Coalition Web Site

None at this time.